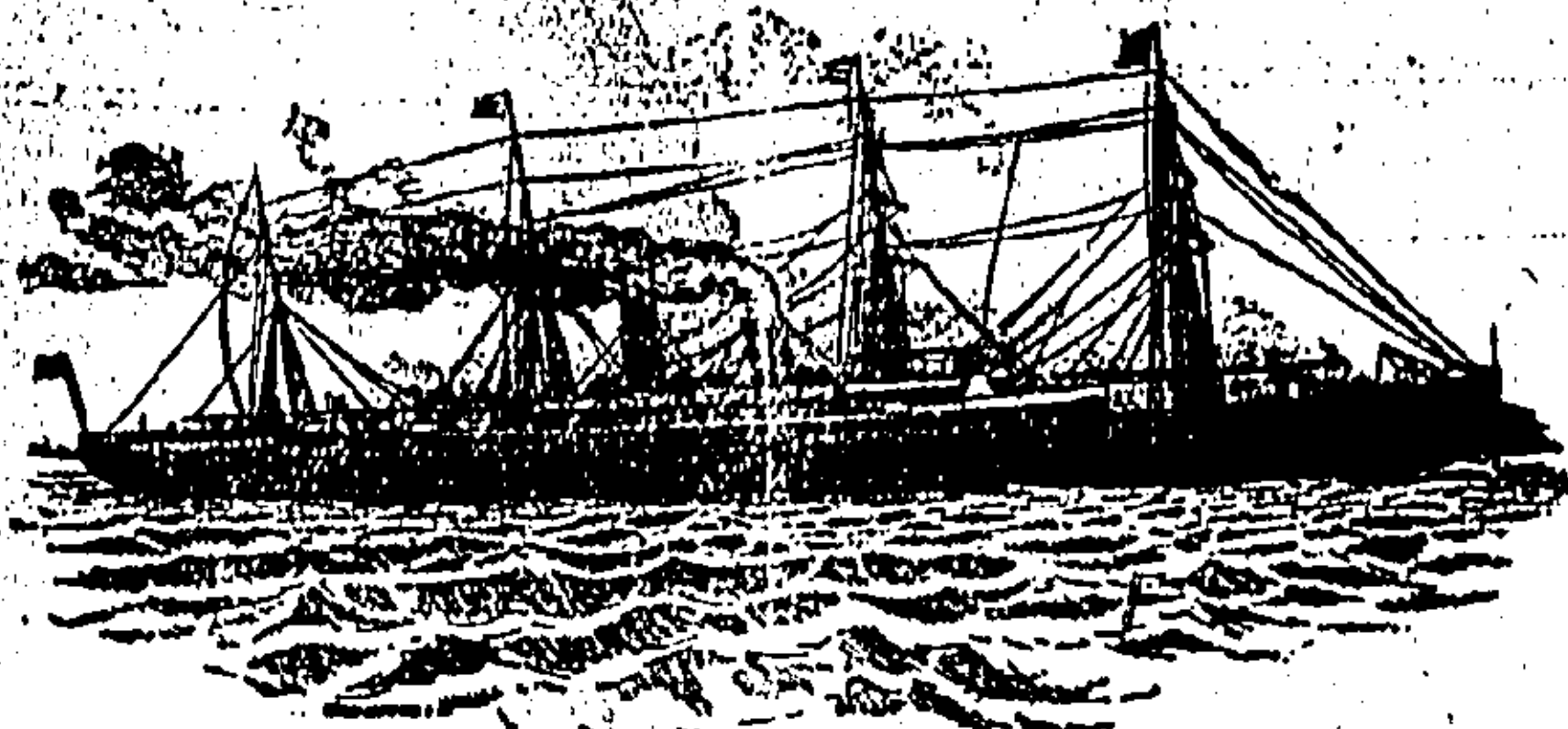


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"COPTIC".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GABLO".....	4,305 ".....	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 ".....	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,000 ".....	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 ".....	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

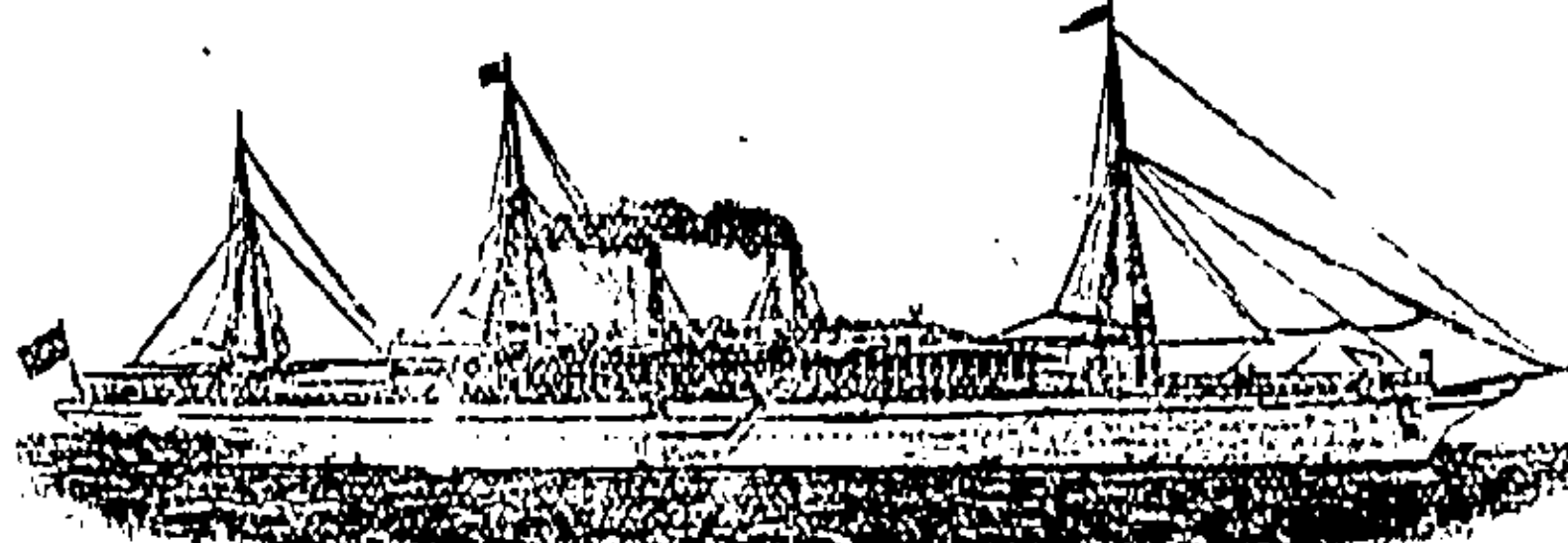
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	5,000 Tons.....	WEDNESDAY, 13th July.
"ATHENIAN".....	3,440 ".....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	5,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,425 ".....	WEDNESDAY, 10th August.
"EMPRESS OF INDIA".....	5,000 ".....	WEDNESDAY, 24th August.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail.....£40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	6th July. Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th July. Freight.
ROSENDA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	10th August. Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	25th August. Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	5th Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,353 tons.....	Captain R. D. Thomas.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,350 ".....	W. A. Valentine.
"HANKOW".....	2,373 ".....	B. Branch.
"KINSHAN".....	2,366 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain H. D. Jones.
-----------------------	-----------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,191 tons.....	Captain T. Hamlin.
----------------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	388 tons.....	Captain J. Willox.
"NANNING".....	369 ".....	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP...	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH...	"	First half of August	"	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 4th July, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 108 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dook, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (superior Burgundy).

at the exceptional price of \$15 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal { \$38 per doz. qt.
- White Star { 42 " " "
- Brut Impérial { 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

- Buchanan Blend at \$13.50 per case of 1 dozen quarts.
- Black and White, at 17.50 " " "
- Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.
Hongkong, 9th June, 1904.

[707]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

Now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 12th September, 1903.

[784]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[59]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD
HOTEL.

HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 13th October, 1902.

[5]

Intimations.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE" HONGKONG
A. B. C. CODE, 4TH EDITION
ESTABLISHED 1859

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN BY AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."
Telephone:—No. 358.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportionally.

The daily issue is delivered free when the address is
accessible to the carrier. On copies sent by post an
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 4, 1904.

INDEPENDENCE DAY.

It is only to the younger nations of the earth that birth-days belong and the actual coming into existence of old-time countries are shrouded in the mists of tradition and the vagueness of legendary folk-lore. Of the citizens of new nations there are none that can boast of a more glorious beginning than the inhabitants of the United States of America, and though their independence is the outcome of a bloody and prolonged struggle with the armies of Britain, there is not an Englishman to-day who would not frankly acknowledge that justice was on their side and the original quarrel the result of the culpable ignorance of our own statesmen of the close of the eighteenth century. It was on the 4th July, 1776, one hundred and twenty-eight years ago, that that famous and eloquent document, known as "The Declaration of Independence," was issued by a Congress at Philadelphia, formed of the leading citizens from the thirteen original states of Union. In the brief period, for a century is but tiny space of time in the world's history, that separates the present anniversary from the birth of the American Republic the magnificent progress of that nation, now one of the leading powers of the earth, defies description. Each year that has passed since the memorable date that we have quoted has aided to cement anew good-feeling and friendship between the people of the United States and that of Great Britain. The spirit of fraternity between the two nations has continued to grow, aided by the mutual respect gained by each of the other through being in turn adversaries in war and competitors in commerce, and is now established on a firm though sentimental basis. For this reason, if for no other, all Britons can join hands with the American citizens when, with that enthusiasm so particular to their outspoken patriotism, they hail with rejoicings the birthday of their nation.

LOCAL AND GENERAL.

THE French mail of the 31st May was delivered in London on the 30th June.

DURING the week ending July 2nd there were 40 cases of communicable diseases reported in the colony, two being cholera and the remainder plague.

TO-DAY being Independence Day, Consul-General and Mrs. Bragg will be "at home" at their residence, Crow's-Nest, Barker Road, from 4 to 7 p.m. "At homes" will also be held at the Hotel America and Kowloon Hotel by the proprietors of these establishments.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 3rd July, 1904—

	Library	Museum
Non-Chinese	238	75
Chinese	86	1,014
Total	324	1,089

OUR transports never seem to be out of trouble, says the *Manila Sunday Sun*, of 26th ult., and the money that has been spent on them in repairs at Hongkong would make a decent hole in Rockefeller's income. On Wednesday last the U. S. A. T. *Lisrum* was run into by the gunboat *Pampanga* at Parang Parang Mindanao, and a hole knocked in her seven feet long by seven inches deep. Part of the rent is below the water-line. This will probably mean going to Hongkong for repairs, to say nothing of the ship being out of commission for months. The *Pampanga* seems to have been the aggressor in this instance, but whichever is in fault, the result is the same to the government, as it will have to "pay the piper."

RETURNS for the 48 hours ending at noon to-day, show that five cases of plague occurred in the Colony during that period. All of them were fatal, the victim being Chinese. During the week ending July 2nd, thirty-eight cases were reported, all resulting in death, this makes a total since January 1st, of 384 cases, 372 of which were fatal.

THERE was a fine display of bunting in the harbour to-day in honour of Independence Day. The four American destroyers laying off the torpedo depot were gallily bedecked as were also all the British and French warships. The *Doric* made a particularly fine display and the majority of the other merchant vessels at present in the harbour also dressed ship for the occasion.

A CANTON dispatch states that owing to the energy displayed by Mr. Chen, prefect of Lichoufu on the Kwangtung coast, in developing a gold mine in the district of Kaichien, in consequence of which the prospects of the mine are exceedingly bright, Viceroy Tsén Ch'un-hsien has especially appointed that prefect to be the head-manager of the mine, displacing, it is alleged, the former official in charge on the ground of incapacity.

THE funeral obsequies for Mr. A. Dottu, secretary to the French Municipal Council, Shanghai, took place on the 28th ult., in the presence of most of the leading citizens of the French concession, including numerous officials, notably Messrs. L. Ratard, consul-general, and staff, P. Brunat (president conseil d'administration) and other members, J. J. Chollot (service des travaux), J. B. Kremer, G. Laferrère (Bureau du secrétaire) General Dessino, Lieut. Noiret commandant of the French troops in Shanghai, K. W. Campbell (chief engineer of the Fire Brigade) and others. The service was conducted by the Rev. Father Lorando. The municipal band played during the ceremonies. The chief mourners were Mr. Dottu's son, and Messrs. Ratard and Brunat. A funeral oration full of sympathy was delivered at the graveside by Mr. Ratard.—N. C. D. News.

A HOME paper tells a good story of Mr. Van Hoboken, a little Dutch sportsman, who rode a good deal in England a year or two ago and had a penchant for getting up in National Hunt flat races. In one of these contests there were three bloods riding against him, and they wanted some money badly. So they agreed the finest plan would be to "go" for the Dutchman's mount and stop their own animals in his favour. The Dutchman duly won, and he came back to the paddock full of glory, puffing and blowing, "Well," said he, on dismounting, to a friend, "I know French, I know my own language, I am fairly well acquainted, as you know, with English. I put what that Mr. meant when he kept whipping my horse in the race and crying to me 'Popon! Popon! Popon!' I do not comprehend. What is 'Popon'?" The starting price bookmakers could have translated the word on the following Monday, however.—Ez.

THE WAR FUND.

EMPEROR'S APPRECIATION.

The Hon. C. P. Chater, C.M.G., has kindly forwarded to us the following copy of a telegram received from His Majesty's Minister at Tokyo acknowledging receipt of the subscriptions raised here in aid of the sick and wounded in the War:—

Dated Tokyo, 2nd July, 1904.

To Sir Paul Chater, Hongkong.

Your letter of 15th June His Majesty the Emperor greatly appreciates sympathetic generosity Colony of Hongkong. Subscriptions are being distributed as desired.

(Signed) British Minister.

BREACH OF CONTRACTS.

HIS Lordship the Chief Justice, sitting in original jurisdiction, at the Supreme Court, this morning, heard actions brought by the Wing Chong Lee firm, flour merchants, of 21, Queen Street, against the Kwong Tak Wing firm, until lately carrying on business at 86, Wing Lok Street, regarding breaches of contracts in respect of the purchase of flour. In one case it seems that the defendants agreed to purchase several thousand sacks of flour at a price of \$53,145.00, and by reason of their not accepting same, plaintiffs were compelled to sell it by public auction at the best price obtainable. After deducting the necessary expenses and charges the sale realised \$45,598 and the difference between this and \$53,145, viz. \$7,547, was the amount now claimed as damages.

The Hon. H. E. Pollock, K.C. (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes and Master) who represented plaintiffs, after pointing out that leave to proceed *ex parte* had already been obtained, proceeded to call evidence, and Sir William Goodman gave judgment for plaintiffs with costs, and 8 per cent interest until payment.

In the second case the action was with regard to a purchase of flour, for \$11,500. The defendants did not accept it and it had to be sold at public auction, with the result that a loss of \$1,803 was entailed, the sum realised, after the payment of expenses, etc. being \$9,747. This loss the plaintiffs sought to recover, and after the Hon. Pollock had called evidence his Lordship gave judgment for the amount claimed with costs, with interest at the rate of 8 per cent until payment.

THE NURSING INSTITUTION.

BUILDING SCHEME REJECTED.

INTERESTING MEETING.

By a majority of 22, subscribers to the Hongkong Nursing Institution have temporarily rejected the scheme for the proposed Nursing Institute and have decided to approach the Hongkong Government with a view to obtain a portion of the Victoria Hospital for housing the nurses. This was decided at the City Hall this afternoon, when Dr. F. O. Stedman presided over a general meeting, at which those present included Lady Goodman, Mrs. C. A. Tomes, Mrs. N. A. Siebs, Mrs. M. J. D. Stephens, Mrs. Gompertz, Mrs. Bateson-Wright, Mrs. Hodgins, Mrs. A. H. Huke, Mrs. Wood, Mrs. Brooke Smith, Mrs. Fuchs, Mrs. Hastings, Mrs. Johnstone, Mrs. Pritchard, Mrs. Beck, Mrs. Caldwell, Mr. and Mrs. G. W. F. Playfair, Mr. and Mrs. Trenchard Davis, Mr. and Mrs. Raymond, Hon. Sir Paul Chater, C.M.G., Hon. H. E. Pollock, K.C., Dr. Jordan, Messrs. H. P. White, Mr. M. W. Slade, H. W. Slade and E. Osborne.

Dr. Stedman announced the objects of the meeting, after which

Dr. Jordan proposed, Mrs. Playfair seconded, and it was eventually agreed that Rule 3 be altered so that the Committee shall have power to add to its numbers, five members forming a quorum.

The next business before the meeting, said Dr. Stedman, is to consider the scheme of building a home for the nurses to live in. As they would see from the circular sent round conditions had somewhat improved since their last meeting, viz. the addition of Sir Chater's offer of \$1,000 for five years, and Mr. Stephens' generous offer of \$6,000 to the building fund. He called upon Dr. Jordan to move the motion standing in his name.

Dr. Jordan said there was little to add to the statement which had been in their hands for a few days regarding the estimated working account of the proposed institute, from which it would be seen there was a small credit balance of \$184 on the estimated year's working. The first of several points raised on the statement was the question of the cost of furnishing, it having been contended that the estimate of \$350 was ridiculously low. It might be ridiculously low in itself, but he reminded the meeting that a large amount of furniture had been individually and privately promised, and it was only a few small items that were required. It had also been urged that, at the end of five years, when Sir Paul's offer subsides there would be an annual deficit of over \$800. That might also be true; but he thought it unfair that, in any one year the whole of the community would be made to provide for generations of Hongkong people to come. If they had a deficit at the end of the five years, he thought they would be justified in calling for further subscriptions or donations as the case might be.

It was hoped that, as the Colony increased, there would be a greater demand for nurses and that they would go out more and more. He mentioned that there was a move with regard to Canton, the Committee having been asked under what conditions they would be able to supply nurses to that port. Such things as those pointed to increasing prosperity for their institution and nurses. He did not want to take a pessimistic view of it, and say, because they could look forward to only five years' ahead that at the end of that time the whole thing would go to rack and ruin. Surely there would be people coming forward, who had reaped benefits from the institution, and who would be prepared to give donations. If the matter was taken in hand properly the deficit would be immediately made up, but if they went on the principle that they could continue for only five years there would not be many hospitals existent in the whole of Great Britain to-day. He proposed that the report as submitted by the Committee be accepted, and that final authority be given to commence the building.

Mrs. Tomes seconded the motion.

OPPOSITION: A QUESTION OF CHARITY.

The Hon. Pollock confessed that, after considering the scheme, he had come to the conclusion that it was one which ought not to meet with their support. He was very reluctant, indeed, to oppose it, from one point of view because one could not help but feeling much impressed by the generosity of Sir Paul Chater and Mr. Stephens. It was very good, indeed, of them to have come forward in the way in which they had promised to do. He thought, however, that most of them felt also that in the case of a question of this kind—which, after all did not stand in the position of ordinary charity, but was an institution which would be patronised and made use of not so much by the general public of Hongkong as by certain of the more or less well-to-do residents in the Colony—but in a question of this kind they must feel it was desirable the institution should be run so far as possible upon sound financial lines. His objection, therefore, to the present scheme was that, it did not seem to him, that it would launch the Nursing Institution upon a sound financial basis. He proceeded to mention a few items in the estimated working account in which it appeared the expenses were placed at too low a figure. It would be difficult, he said, to get a suitable lady, of some attainments, influence and standing, to act as matron at so low a figure as \$50 a month. Repairs at \$100 a year was also a very low estimate, while matron's food at \$1 per day was a ridiculously low figure. The same applied to the cost of food for the nurses. The cost of a telephone, a very necessary item, was not provided for and seemed to have escaped attention. At all events, what he had said, was enough to show, that it was not at all improbable that the very meagre balance, estimated at \$184 a year, was not based upon sound figures. At the inaugural meeting a number of gentlemen put their names down to a guarantee fund that was to keep as soon

thing to fall back upon on a rainy day, where, as it was called on almost immediately. Such object should be to start the home upon sound lines (hear, hear), and that point should not be lost sight of.

ALTERNATIVES.

There were two or three possible alternatives. They might go on as they had been doing, the only objection to which was the unfortunate dispute between rival practitioners, there being a sort of idea that, because nurses were housed in the Peak Hospital Dr. Stedman would, so to speak, have the first call. Another alternative was that Government should house the nurses for the institution. He thought he was correct in stating that at the time of the late Queen's Diamond Jubilee, when very large subscriptions were obtained for three purposes—the Jubilee Road (he was afraid they had not got much benefit out of that), the Victoria Hospital and the Nursing Institute. It seemed to him they had a fairly strong case to put before Government in urging them to allow a portion of the Victoria Hospital to be used for housing the nurses. They certainly ought to hesitate very considerably before adopting the present scheme, and therefore, he moved as an amendment that the Hongkong Government be approached with a view of obtaining part of the Victoria Hospital for housing the nurses and that, in the meanwhile, the consideration of the present scheme for building the Nursing Institute be postponed.

Mr. Playfair seconded the motion, remarking that, as the Chief Justice would say, "The case lies in a nut-shell." He laid stress on the point that the trained nurses were for the well-to-do people who did not want to be the recipients of charity. They were, of course, very much obliged for the generous offers made. Nevertheless, they were able to pay for their nurses and there was no necessity for the extra building.

THE PEAK HOSPITAL.

Dr. Stedman agreed with the Hon. Pollock regarding the running of the proposed institute at the estimated figure. As to the furnishing, one lady had offered to give the linen and another the crockery. Beyond that there was no official offer. It was doubtful if they would get a matron here, and then there would be the cost of passage from home for which no allowance was made. With regard to the alternative schemes, he thought that stood about as Mr. Pollock had put before them. As to the Peak Hospital, Dr. Stedman pointed out they were obliged to keep it because if their patients went to the Government Civil Hospital they would not be allowed to attend there. It had become an obligation on them, and although it was not a source of profit they were obliged to run it. Other doctors constantly sent patients to the Peak and attended them. If the doctors in the Colony chose to join with them as part proprietors of the Hospital, Dr. Rennie and himself would be only too willing. He submitted that the Peak Hospital was the most convenient place for the nurses, who liked living there because it was central, and there was also a matron, and telephonic communication. It seemed to him that, if the Peak Hospital, so to speak, belonged to the whole of the doctors in the Colony there would be no objection to the nurses living there. There was the alternative of applying to Government, and with regard to Mr. Pollock's remarks about the Jubilee Fund it was perfectly true that the Nursing Institution was included in the scheme, the Government handed over \$12,000 as their share. They had not been properly approached on the subject, but some months ago he saw Dr. Atkinson, who assured him that there was no room at the Hospital on the Barker Road and no available accommodation for building. During the past few years they had only had two nurses at the Peak Hospital, and from time to time when there had been many cases they were obliged to hire nurses belonging to the Institution. Last year \$380 was paid them, and this year \$340 had already been handed over to the Institution. At present two nurses were on their way out for service at the Hospital so that one source of income to the Institution would cease. On that showing alone there would be a deficit of \$300 a year. Therefore, it seemed to him the Institution must be a failure, and in five years they would have to go round begging for a large sum of money. This year they had \$500 which was obtained by begging.

Dr. Jordan then replied to several of the statements, observing, in the course of his remarks, that the Institution was not supported by charity. Any one could give subscriptions and donations. His objection to the Peak Hospital, he said, had nothing to do with whether one or a dozen or the whole of the doctors in the Colony had any interest in it; the objection was that public nurses should not live in a private hospital. He also said that, at times, nurses there were not obtainable by private persons.

Dr. Stedman explained that the hospital frequently gave employment to nurses of the Institution when they had nothing else to do, and it occasionally happened they were employed and could not get away at a moment's notice.

Mr. Playfair thought that everyone had made up their minds on the question, and suggested that it be put to the vote so that they could get away toiffin.

A ballot was then taken on Mr. Pollock's amendment, and the voting was: For, 30. Against, 8. Dr. Stedman announced that the amendment was carried and the original motion lost.

A vote of thanks, proposed by Mr. Playfair, was accorded the Chairman and the proceedings terminated.

THERE is a refreshing freedom from official red tape about the following announcement which appears in the *P. & T. Times*:—The Yamen in Peking intend only doing work in the morning during the hot weather, except the Board of Revenue, which will work in the afternoon as the President's office.

E L E G R A M S .

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

VLADIVOSTOK SQUADRON

AGAIN SIGHTED.

JAPANESE PRECAUTIONS.

(From Our Own Correspondent.)

YOKOHAMA, 2nd July,
11.6 a.m.

The *Jiji* reports that three cruisers and five torpedo-boat destroyers, belonging to the Vladivostok Squadron, appeared off Okinoshima at 8.20 p.m. on Friday.

In consequence, the departure of Japanese ships in a westerly direction has been suspended.

DESTROYER'S DARING
ESCAPE

FROM PORT ARTHUR

WITH DESPATCHES.

A destroyer has escaped from Port Arthur, and arrived near Newchwang with despatches.

* * The above telegram was issued in a special "extra" on Sunday forenoon.

A NIGHT ATTACK.

OUTSIDE PORT ARTHUR.

RUSSIAN GUARDSHIP SUNK.

Mr. M. Noma, Consul for Japan, kindly favours us with the following telegram:—

Tokio, 3rd July, 4.40 p.m.

Admiral Togo reports that the 12th torpedo-boat flotilla on the night of 27th June attacked and sank the enemy's guardship, with two masts and three funnels, outside Port Arthur.

The same flotilla then exchanged fire with the enemy's destroyers, one of which was observed to capsize and sink. Our casualties were 14 killed and 3 wounded.

THE METROPOLE THEATRE.

A delightfully bright entertainment was given at the Metropole Theatre on Saturday evening, when notwithstanding the inclemency of the weather there was a well-filled house. The hall in which these performances are held is spacious and attractive and there is no reason why large audiences should not be present at each entertainment. An entirely new programme was presented and many of the items were loudly encored. Those taking part included Miss Gerie Maisie, Messrs. George Gibbs, Walter Reene, Jas. Christie, and McGinty, who gave his excellent ventriloquist performance. Animated pictures of the Corbett-Jeffries fights at Coney Island in 1899, were really a treat and proved one of the most enjoyable features of the entertainment. As will be seen from our advertisement column, Mr. Christie intends having another performance this evening.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 4th at 11.45 a.m. The barometer has risen in the Philippines and fallen throughout China and Formosa.

An area of low pressure lies to the Eastward of Formosa and another in the Pacific eastward of the Southern Philippines.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel and light S. to S.E. winds in the northern part of China Sea.

Forecast:—Light variable winds, fine.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 5th inst.
German (*Prins Regent Luipold*) 5th inst.
German (*Seydlitz*) 6th inst.
Indian (*Lightning*) 6th inst.
American (*Siberia*) 7th inst.
Indian (*Kamsang*) 12th inst.
Australian (*Tsuanan*) 13th inst.
Canadian (*Tartar*) 19th inst.

The Imperial German Mail s.s. *Seydlitz* left Shanghai via Foochow on Saturday, at 11 a.m., and may be expected here on 6th inst., evening.

The H. A. L. s.s. *Sithonia* from Hamburg left Singapore for this port on 2nd inst., p.m., and may be expected here on 8th inst., at daylight.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 2 a.m., on 2nd inst., and left again at 10 p.m., same day, for Hongkong where she is due to arrive at 7 a.m., on 5th inst.

The Imperial German Mail s.s. *Prins Regent Luipold* carrying the German Mails with dates from Berlin of the 7th ult. left Singapore on Friday, at 11 a.m., and may be expected here early.

TELEGRAMS.

(Reuter's.)

The Revenue of Great Britain.

LONDON, 1st July.

The revenue for last quarter was £31,722,869, a decrease of £2,688,044.

France and Siam.

The protocol of the treaty between France and Siam which has been signed in Paris provides for the immediate cession of the port of Krat to France.

Italian Diplomatic Appointments.

Signor Melegari, the Italian Minister at Tokio, has been appointed Ambassador to St. Petersburg. Count Vinci now in Mexico will succeed Signor Melegari.

LATER.

France and Morocco.

France is arranging with Morocco to introduce a force of Algerian Zouaves as police in Tangier with French officers.

The War.

A Russian official despatch shows that the Japanese on the 26th ult. captured first the heights behind Shapingtang, 14 miles east of Port Arthur, then Lung Wang Tang mountain eight miles to the east of Port Arthur. They are now erecting a heavy battery on Lung Wang Tang. The Russian gunboats and torpedo boats from Port Arthur supported the Russians. Strong Japanese columns are advancing along the central Dalny-Port Arthur road.

2nd July.

An official telegram from the Russian Consul at Yingkou reporting the arrival of Burakoff adds:—"Admiral Togo's statements of the affair of the 23rd June are inventions. All our vessels are safe and sound." General Plung at Mukden telegraphs in a similar manner. Admiral Alexieff reports to the Tsar that he is informed by the Naval Commander at Port Arthur that the *Nosik*, *Diann*, *Askold*, *Sebastopol*, *Poltava*, *Pobeda*, *Peresviet*, *Retvisan*, *Bayan* and *Pallada* made a sortie from the roadstead on the 23rd June; the fleet sailed twenty miles to the South, when they sighted the Japanese squadron consisting of 5 battleships, 16 cruisers and 30 torpedo boats. Considering the greatly superior force of the enemy, I decided to return to Port Arthur and reached the roadstead where the fleet anchored. The Japanese made frequent attacks with destroyers but were successfully repulsed. In the morning all the ships entered Port Arthur at high tide. At least two Japanese destroyers were sunk.

REFORM IN CHINA.

EMPEROR DOWAGER'S LATEST DECREE.
27th June.

"Decree, by command of Her Most Gracious Majesty, the Empress Dowager stating that the people form the foundation of a nation and the administrations carried on by the Government are of course for their benefit. Subprefects and magistrates are appointed to look after the welfare of the people while we (the Throne) are dependent on the viceroys, governors, treasurers, judges, tax collectors and prefects to superintend and watch over the subprefects and magistrates that they are doing their duty in the best possible manner in order that the people might have peace, happiness and security. Officials must remember that their emoluments are derived from the labour of the people, consequently they should exercise consideration for them. The barrier between the officials and people has been of such long standing that it is difficult to be removed and we are informed that the subprefects and magistrates of different provinces are so negligent of their duty towards the people, that their relatives, secretaries, personal attendants and runners are permitted to oppress them in every way. Neither do the subprefects and magistrates keep proper accounts of the public funds received, nor attempt to settle lawsuits satisfactorily, justly or as quickly as possible. When we come to think of all these evils, we cannot keep back our tears. We now command the Viceroys and Governors that in future in recommending subprefects and magistrates for promotion they should do so only on the ground of their merits; whether they confer benefit on the people; whether they are just and intelligent in settling lawsuits; whether they are able to preserve peace and order within their jurisdictions and whether they inaugurate educational, industrial and agricultural enterprises, therefore henceforth beginning from the present year, the viceroys and governors should at the end of every year send a list to the department of State Affairs who will in turn present to us the said list which shall contain the name and age of every subprefect and magistrate within their respect jurisdictions; the time he was appointed to the post; the amount of taxes received by him every year; the number of cases of robbery and murder, if any, that took place in his district; the number of law suits settled and those still pending and the number of prisoners in the gaol. The viceroys and governors are strictly commanded to report honestly and truthfully as to the above. They are also to report which subprefect and magistrate is inaugurating educational, industrial and agricultural enterprises and also whether the police system is being adopted and established by any. These are also to be truthfully reported upon. The different lists are to be published in the official gazettes of the different provinces for the information of the public. As to the dismissal of corrupt and oppressive subprefects and runners, we have repeatedly ordered this to be done and now we again command that it be done at once.

THE WAR.

The following items are taken from Shanghai vernacular papers:—

Chefoo, 28th June.

A native boat left the vicinity of Kerr Bay on the 21st inst., and arrived here on the 27th, the reason for the long delay being that while out on the high sea there was fighting going on which constantly compelled those on board to take shelter. They report that on the 24th instant while passing the south-west corner outside of the entrance of Port Arthur, they saw distinctly a Russian warship aground there, which must have been driven ashore in the attempt to escape when attacked by the Japanese torpedo boats on the night of the 21st inst. Upon inquiry from the Japanese merchants here, it was learned that during the engagement reported by Admiral Togo, besides one Russian warship being sunk, another vessel and one cruiser were heavily damaged; there was also a warship aground.

Chinchow, 28th June.

A Chinese hitherto in the employ of Viceroy Alexieff as a writer, has just arrived here, and reports that the Russians in Manchuria, Vladivostok, and Port Arthur altogether number 400,000 only, the exaggerated number of 800,000 being nothing more than a Russian bluff; and even among the 200,000 Russian troops, two thirds are stationed at railway guards, leaving only about 80,000 at the disposal of General Kurapatkin.

IMPENDING FIGHT AT TASHICHIO.

Chinchow, 28th June.

The Baikal corps under General Lanamoff have reached Ningkuta, and according to information, they will march down south to join the First Army under General Stakelberg in anticipation of a battle with the Japanese at Tashichio.

Tokio, 28th June.

The Japanese navy engaged in sweeping operations at Dalny now announce that the sea around Dalny is clear of mines.

Chefoo, 28th June.

Russia has established at St. Peter-burg a bureau for furnishing information concerning Japanese prisoners, with branch bureaus at Irkutsk, Nicolisk and Harbin.

A Newchwang report of the 12th states that in the field camp at a place three miles east of Newchwang, are eight hundred wounded Russian soldiers and more are sent there daily. The hospital at Lanyang is full.

THE HONGKONG TRAMWAYS.

FIRST TRIALS.

On Saturday afternoon the first trials were made on the electric tramway line now completed between Praya West and Shaukiwan. The experiment was made with the object of testing the cars and their stability at the curves. In the car which plied for the first time over the newly laid rails was Mr. H. Hackwood, Resident Engineer of the Hongkong Tramways Electric Co.; Mr. J. Grace Scott, General Manager; Mr. C. A. Tomes (Messrs. Sheewan Tomes & Co.), Messrs. F. Emerson and Windsor (of Messrs. Dick, Kerr & Co., of Preston, the contractors); Mr. F. Graham, Mr. Chan A. Tung, Mr. Fung Wa Chun, and a few others. The car ran from the shed down Sharp Street, along Wong-Nei-Chong Road to the back of the Grand Stand at the race course and then back to the shed by Morrison Hill Road and the Praya. The trials were satisfactory, the car running smoothly and rounding the curves without lurch or inconvenience of any kind. Several hundred Chinese assisted as spectators, and the outspoken astonishment of the majority was amusing in the extreme, many of them openly expressing their confidence with the unfortunate rickshaw coolies, whose profession, from what they saw, they evidently considered endangered by this new sort of carriage, which rolled onward without any visible means of propulsion.

The Western terminus of the line is in a circuit branching from Praya, West, into Chater and Belcher Streets. From this point a double track continues in an easterly direction, turning into Des Vaux Rd. at Queen's St., and again turning on to the Praya at the obstruction block to the westward of the Harbour-Master's Office. It seeks Des Vaux Rd. at the Harbour Master's Office and then has a straight track as far as the City Hall, where it turns up into Queen's Rd. At Arsenal St. it again turns to the water-front (Praya, East) and there continues till Yee Woo St., and along Causeway Rd. and the main thoroughfare right to the Eastern terminus as far as Shaukiwan. The double line ceases in the vicinity of the Kennedy Stables, and from there to Shaukiwan it is single line with *garages*. A branch line runs from Praya East up Tang Lok Lane to the Race Course.

The generating station, car shed, and offices are situated on the eastern bank of the Bowring Canal, bordered on three sides by Canal Street, Russell Street and Sharp Street. The area of this compound is some 1800 square yards. Twenty-six cars constitute the present complement, ten being for European passengers, and the remainder for natives. The cars run entirely independent of each other. The European cars are of a roofed semi-open pattern, (no accommodation on top) with an enclosed centre. The enclosure seats are longitudinal, but those at the open ends cross-bench. Sun blinds are provided. The native cars have cross-bench seats, and open right along.

The lines are laid to the gauge of 3 feet 6 inches, and each rail joint is double bolted. The overhead wire line is partly side-pole construction, and a noteworthy feature is the use of arms much shorter than in usual practice. By this system, the overhead work being erected in a neat and unobtrusive manner, permit the trolley wire to be carried away from the track where branches of trolley wire are to prevent the running of a trolley wire on the ordinary system, as in use in the United States. The poles are of mild steel and the conditions conform with the rules laid down by the British Board of Trade for the use of overhead trolley wires. The line is laid in half-mile lengths by means of

section insulators. At each of these points a feeder box is located, and the current taken from feeder cables. The cables from the feeder boxes to the line are carried up inside the poles, emerging at the top, and running along the bracket arms, while the feeder cables are laid in east-iron troughs, which are filled up with bitumen, and buried under the surface of the road.

At the Generating Station the boilers are of the Babcock and Wilcox type, each having approximately 3700 square feet of heating surface, and capable of evaporating with ease under normal conditions and with burning ordinary Japanese engine slack, at least 12,000 pounds of water per hour. Each boiler is fitted with a dead weight safety valve and all other modern fittings and devices. In addition to the feed pumps and hot well there is an economiser having 288 tubes. The large engines are of the cross compound type, the fly-wheel and generator being arranged between the cylinders upon the main shaft of the engine. With a steam pressure of 150 lbs. they give 428 brake horse-power while running at a speed of 100 revolutions. The high pressure cylinder is 30 inches in diameter, and the stroke 36 inches. Both high and low pressure cylinders are fitted with Corliss valves. Each engine is provided with a separate surface condenser, self-contained, and working quite independently of the main engine. The main steam pipe between the engines and boilers, is of steel, with wrought-iron flanges, fitted with valves, the frames of which are in cast steel. The pipes are arranged to form a completed loop, so that steam can be supplied to either engine from either end of the piping, thus minimising the risks of failure through a blown out joint in the steam piping. The suction and exhaust to and from the condensers are of cast iron. Two small engines—one steam and one electrical—are fitted up for lighting the extensive buildings. Running over the engine room is a travelling crane capable of lifting and traversing with a load of ten tons. The generators on both the large and small engines are arranged on the main shaft of the engines, and are of the continuous current type; each guaranteed to give at its terminals a constant potential of 550 volts. The switch board, in addition to being fitted with the necessary instruments for distributing the current, is also fitted with special instruments for testing purposes as required by the British Board of Trade.

The consulting engineers are Messrs. Alfred Dickinson and Co., the well-known tramway experts of Birmingham; and the contractors, who have carried out the work, are Messrs. Dick, Kerr and Co., of Preston.

Tokio, 28th June.

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Russia has established at St. Peter-burg a bureau for furnishing information concerning Japanese prisoners, with branch bureaus at Irkutsk, Nicolisk and Harbin.

A Newchwang report of the 12th states that in the field camp at a place three miles east of Newchwang, are eight hundred wounded Russian soldiers and more are sent there daily. The hospital at Lanyang is full.

ACROSS THE MONGOLIAN PLATEAU.

The British Foreign Office has issued an edition de luxe book of travel in a glorified cream-laid "White-paper."

This book contains a most picturesque description of a journey over the great plateau of Mongolia, taken by Mr. George J. Kidston and Mr. A. J. Flaherty (Chinese Consular Service), at the instance of Sir Ernest Satow. It is illustrated by excellent photographs, and is quite the best sixpenny addition that has yet been published.

Mr. Kidston was traversing a good deal of new ground, and his description of the journey, the Mongols, and their curious life is vivid. He went northward from Pekin to K'u-peik'ou, where the Great Wall of China forms a triple barrier, and is passed by three gates, each turned towards a different point of the compass. "The road twists up a narrow valley, turns at right angles through a canon-like cutting, and the town of K'u-peik'ou lies at one's feet in a valley the very existence of which is hitherto quite unsuspected, so shut in is it by hills, and so tortuous and bewildering are the turns of the rock-hewn road which leads to it."

NATURE'S ARCHITECTURE. "The Wall at this point is perhaps even finer than at the more famous Nankou Pass. It clammers up abrupt precipices, crowns rocky pinnacles with its buttressed loops, disappears and appears again in every direction in a succession of daring zig-zags, and seems to defy Nature with an audacity which is almost impertinent."

Here is another characteristic piece descriptive of the journey northwards to Dolon Nor. "A splendid rocky gorge led us up through a natural gateway clothed with silver birch and maple, in the full blaze of their autumn gold and scarlet, to a grassy pass, the watershed of two streams flowing north and south, and both eventually joining the Lan River."

This is his first impression of the Mongolian desert: "As we advanced the grass gave way to arid sand, and our last stage to Dolon Nor lay through a howling wilderness. On all sides rose hills of fine sand, without a trace of verdure, and a strong wind from the south-west raised it in clouds that made our eyes ache and stung our faces. Over the marshy pools that surrounded the town hovered a number of seagulls, that looked strangely out of place in such surroundings. Imagination could not depict more miserable and unattractive site for a town, and the town itself is on a par with its situation—filthy, squalid, treeless, built of mud, and without an attractive feature."

ENDLESS SWEEP OF GRASS.

After going through Dolon Nor Mr. Kidston made his way across the plateau, flanked on the east by the Khingan Mountains, towards Hailar. "The plain presented nothing but an endless sweep of grass burned almost white by the summer sun, without a tree or bush to break its surface."

It is very hard to judge height on the plain. Hills which look quite imposing from afar dwindle down into insignificance as one approaches them. "Distances, too, are ludicrously deceptive. Hills which look as if they might be ascended in a few hours prove to be many days' journey away, and dark objects in the grass that might easily be mistaken for rabbits feeding a few hundred yards distant turn out to be camels grazing some six or seven miles off across the plain."

TWO STUFFED TIGERS.

Practically the only buildings in this part of Mongolia are the temples. The expedition visited two near Dolon Nor. "Inside there are fine altar vessels and gilded shrines of Buddha of pure Indian design. In each temple are two very large stuffed tigers, the taxidermy of which is of a decidedly amateur description. They are mounted on small wheels, and have movable eyes, which roll in a fine frenzy when they are trundled in religious processions. The enclosures in which these formidable-looking monsters were stalled are covered from floor to ceiling with volute offerings, mostly bows and arrows."

EXPERIENCE OF HORSE THIEVES.

A traveller in Mongolia, when his horse is stolen, simply goes to the first herd he meets and lassos any animal he fancies. And yet there are horse thieves. The expedition had experience of some, and the horse thieves scored.

Two mules were stolen, and were tracked to a Mongol encampment. Three Mongols were brought to camp, tied together by their girths. "Mr. Flaherty sat in summary judgment, with the prisoners kneeling before him. We kept one of them as a hostage, and sent off the other two with our carters under threats of terrible punishment if the animal were not produced. The mules were eventually found."

"We made our hostage 'kow-tow,' and administered correction with a riding-whip. He groaned and whimpered quite realistically, but he can scarcely have felt his beating, for he was padded out with sheepskin coats to the size of a balloon. We then let him go. We had not done with the horse thieves, however, for two days later the same mules again disappeared. We heard from wandering Mongols that the gang had followed us, and taken their revenge."

AN ABSENCE OF BABIES.

The Mongols are a wandering nation and avoid contact with their fellow-men as much as possible. They are a hut (yurt) dwelling race, taking their huts with them on their travels. The men and women are sturdily built, and look healthy enough. This is probably due to the survival of the fittest. Infant mortality is enormous, "and on the whole journey I never saw a single Mongol baby."

NOT LIKE THE CHINESE.

"Both in features and in character they are far less foreign to the European than the Chinese. They have often almost ruddy complexions; they laugh more heartily, have none of the endless formalities and (to us) crooked ways of thought that distinguish the Chinese, and they have even certain customs that strike one as being distinctly Western. The women, for instance, when they meet, embrace one another and kiss on both cheeks, while the men shake both hands."

"We came across four quite distinct Mongol types. The commonest may perhaps be called the 'Cossack' type—with broad, flat face, small nose, and high cheekbones. This type seems to be pretty widely scattered, and we fell in with specimens of it all along the route."

A LOVE OF TALKING.

Perhaps the first thing that strikes a stranger about the Mongols, after their exceeding filthiness, is their love of talking. No Mongol can do the very simplest thing without talking it over for at least half an hour with his friends. This loquacity is maddening to the traveller.

"We slept, one night, in the same tent with five Mongols, and they literally talked themselves to sleep, dropping off one by one, until the last of them was left mumbling drowsily to himself under his sheepskin coat."

ONE IN THREE PRIESTS.

"In Mongolia at least one out of every three of the male population is a priest, but this does not necessarily imply residence at a temple. By far the greater number of the Lamas lead the ordinary nomad life of the rest of their people, owning large flocks and herds, living in 'yurts,' and only differing from their neighbours in their dress (though the difference in that respect is often slight enough), in having the head shaved and in being vowed to celibacy. We found that the richest members of a community were usually Lamas. In appearance these wandering priests are far superior to those attached to the temples, who are invariably filthy, often surly and ill-mannered, and usually have the very coarsest type of face."

HOME ON HORSEBACK.

The Mongols ride almost from the cradle to the grave, and one scarcely ever sees them on foot. Even to visit a 'yurt' a few yards away a Mongol will almost invariably get on a horse. They generally walk very badly, and look clumsy and ridiculous on foot, but their horsemanship is magnificent, and there are few prettier sights than to see a Mongol select a camel from a herd, ride him down, and lasso him with the noose attached to a long pole like a fishing rod, which they all carry.

BRICK TEA.

"The exchange trade from the Chinese to the Mongols consists chiefly of brick tea, of which the latter consume enormous quantities. Small traders barter wine and spirits (of which the Mongols also consume enormous quantities, when they can get them) for horses, cattle, and sheep, and the rest of the trade passing northwards is mostly made up of saddlery, snuff, tobacco, boots, sheepskin coats, needles, and other small household necessities."

SOME WEATHER EXPERIENCES.

The expedition went through some privations on account of the bitter weather. Mr. Kidston describes it in this realistic fashion:

"The cold by this time was almost Arctic. All our provisions were frozen through and through; potatoes were like lumps of iron; meat had to be broken rather than cut; and some eggs which we had brought with us were frozen so hard that, in spite of a preliminary thawing, the yolks were still solid lumps of ice when the whites were perfectly fluid. Tea left in the bottom of a cup in the tent was frozen solid in a very few minutes. The ink froze on one's pen as one wrote, and one had to blow on it after writing every two or three words, while each page had to be thawed over the lamp before it could be blotted."

CONTEMPT WITH RUSSIANS.

The expedition reached Hailar on the Trans-Siberian Railway, with great difficulty through the snow. There they had a curious rencontre with the Russians. "A Chinese rushed into the room where we were with a scared face, and shouted 'The Russians are coming!' and a few seconds afterwards we heard the sound of hoofs outside, the door was flung open, and 20 armed Cossacks marched in and clattered their rifles on the mud floor. None of them could speak any language known to us; and they could only sign to us that we were to come with them, and talk very loudly, officer and men all together."

"By chance, we discovered that one of the Cossack soldiers could speak Mongol, and so we sent for the interpreter who had accompanied us from Dolon Nor. The wretched man arrived trembling and in a state of abject terror, for it appears that the Chinese were all firmly convinced that we were all to be led out and shot on the spot."

INTERPRETING DIFFICULTIES.

"The work of interpreting was complicated, but Mr. Flaherty, as usual, proved equal to the task. I spoke to him in English, he passed on Chinese to the interpreter, the interpreter spoke Mongol to the soldiers, and the soldier translated into Russian for his officer."

The expedition got out of its little Russian difficulty safely. Mr. Kidston got back to Pekin, and furnished the Foreign Office with a most interesting document.

COMMERCIAL.

Shanghai advices, of 29th ult., state:—Business reported:—Farnham, Boyds at Tls. 157 cash, Tls. 158 1/2 for July, Tls. 160 for August, and Tls. 162 for October. Shanghai Lands at Tls. 118 for August. Chinese Engineering and Mining Co. at Tls. 660 B.S. Maatschappij at Tls. 297/295 cash, Tls. 312 1/2 for October.

Business done direct:—Farnham, Boyds at Tls. 162 for September. Astor 8 per cent. Debentures at par.

FREIGHT.

Writing under date, and inst., Messrs. Lamke and Rogge, state:—"The past fortnight has been devoid of interest as far as freighting matters are concerned and the amount of chartering business transacted since issue of last report is insignificant, though it cannot be said that rates of freight are actually ruling lower than when writing last, nor is the amount of available tonnage in any considerable excess to the present demand, limited as the latter undoubtedly is, at the moment. As to future prospects, it is next to impossible to form any correct idea on account of the situation in the north; judging from present appearances, it is true, that indications do not point to an early improvement; but there may be sudden changes, which cannot be foreseen and which may give the market another aspect altogether."

With reference to Saigon business, we hinted in last circular at the possibility of an advance in rates, owing to larger arrivals of grain and this, for a time—has come to pass, inasmuch as several steamers found employment at the enhanced rate of 17 cents per picul, Saigon to this. Unfortunately, this local grain market lacks stability and has caused the change for the better to be of but short duration, and closing quotation is once more nothing better than 15 cents per picul with little or no demand for tonnage.

Quarantine regulations at Saigon have since been modified, steamers having merely to undergo 48 hours' observation, but the landing of passenger or cargo remains prohibited as heretofore.

The demand from Saigon to Philippine ports continues slack, only one fresh fixture being reported at 30 cents per picul and, at the moment, no further tonnage appears to be wanted.

From Saigon to Batavia, a large carrier has booked part capacity, viz., 50,000 piculs at 30 cents per picul filling therewith a Government tender in competition with Rangoon.

Saigon to Japan, there have been occasional inquiries on basis of about 30 cents per picul, but the rate has been found too low to render chartering practicable.

From Java to this, no fresh business has transpired; present limited requirements go for small carriers only, at 30 cents per picul dry or wet sugar.

Recent Bangkok reports are anything but encouraging. Cargo would seem to have become very scarce for the time being and, some berth boats, it is said, have been unable to secure full cargoes. Latest telegraphic quotation is 24/30 cents per picul.

Newchwang business has been rather disappointing. A single charter is reported for Canton at the reduced rate of 27 cents per picul, but no further settlements of outside boats are on record to either Amoy or Swatow, the former quoting 30 cents per picul for small quantities only and the latter named port throwing out indications at business being practicable at as low as 20 cents per picul. The port of Newchwang, in the meantime, remains open to shipping, but produce does not seem to have arrived in sufficiently large quantities to allow of any material fall in prices.

The demand for coal from Japan ports continues exceedingly dull. No fresh fixtures are reported locally, but we hear of a small business having come to pass elsewhere at \$1.30 per ton for this port and \$1.50 per ton for Singapore.

From Hongkong to this port, two fixtures are on record at \$1.50 per ton (briquettes) and \$1.25 per ton coal.

On monthly terms, a small boat is reported settled for special business.

Sail freight:—Nothing doing. Sail-tonnage loading or to load.—For Colloco, Italian bark *Maria L.*, arrived 9th April. For New York.—British 4-m. bark *Eclipse* arrived 10th May. British 4-m. bark *Kentmere*, arrived 15th June. Disengaged.—British bark *Trongate* 990 tons. Departures.—Nor. bark *Odd*, 16th June for Bangkok. British ship *Johanna*, 21st June for Kobe.

HEMP.

Writing under date, 15th ult., Messrs. Warner, Barnes & Co., Manila, state:—"The market has undergone fluctuations during the fortnight but a healthier tone has prevailed all through."

Bears have again been in evidence on the home side but their sales have not helped much to obtain control of this market. On the contrary their necessities have been influential in enhancing local values by their having to buy

freely to cover shipping requirements. Latest receipts have also been instrumental in aiding the situation and as we close we consider the market firmer with an upward tendency.

As the government are adopting drastic measure to eliminate the circulation of Mexican and Spanish-Philippine currency and ensure the use of the new Philippine currency in its place the consequent result of this will be a permanent higher exchange rate on a basis of 2/6 to 2/1 or about 10% over present rate.

We quote fair current with buyers and no sellers \$18.50 per picul equal at exchange 1/10 to £33.00 per ton f.o.b.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/10
Do. demand 1/10 5/10
Do. 4 months' sight 1/10 1/10
France—Bank T.T. 233
America—Bank T.T. 45
Germany—Bank T.T. 1.89
India T.T. 139
Do. demand 139
Shanghai—Bank T.T. 91
Japan—Bank T.T. 71
Singapore—Bank T.T. Nominal
Java—Bank T.T. 111 1/2

Buying.

4 months' sight L.C. 1/10 1/10
6 months' sight L.C. 1/10 1/10
30 days' sight San Francisco & New York. 45
4 months' sight do. 139
30 days' sight Sydney and Melbourne. 237
4 months' sight France 239
6 months' sight do. 239
4 months' sight Germany 1.92
Bar Silver 25 1/2
Bank of England rate 3%

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest
Malwa New 940/980
" Old 1,010/1,060
" Older 1,080/1,160
" Older 1,180/1,210
Patna New 1,230
" Old 1,330
Bengal New 1,230
" Old 1,235
Persian (Paper) 860/900

To-day's Advertisements.

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

SPECIAL PERFORMANCE

TO-NIGHT (MONDAY), July 4th,
COMPLETE CHANGE OF PROGRAMME.

Introducing the following Artists:—
TOM MORCOMB.
MISS GERTIE MAISIE,
WALTER KING,
McCORMICK and McGINTY,
THE PERCIPHONE,
AMERICAN BIOGRAPH,
JAS. CHRISTIE,
GEORGE GIBBS.

The best performances ever produced in Hongkong.

Prices.....\$2 and \$1.
Overture 8.30 Performance 9 Sharp.

Rickshaws held until conclusion of performances.
Hongkong, 4th July, 1904. [775]

NOTICE.

IT is hereby notified that on and after MONDAY, the 4th July, a CONSTANT SUPPLY OF WATER will be turned on in the Public Mains.

P. N. H. JONES,
Water Authority.
Public Works Department,
Hongkong, 4th July, 1904. [794]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

THE FINAL INSTALLMENT OF 25 PER CENT of the Certificate amount is hereby declared payable on COUPON E of certificates issued in payment of British Private Claims under the provisions of the Notification of 12th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS,
British Delegate.
Shanghai, 2nd July, 1904. [795]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SCHEDULE FROM HONGKONG.

1904. About
"RICHMOND CASTLE" 1st July
"ST. WILLIAMS" 15th
"LOW

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL.....	"OANFA"	On 8th July.
GLASGOW and LIVERPOOL.....	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL.....	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL.....	"AJAX"	On 29th July.

S.S. "OANFA" left Singapore yesterday, and is due here on the 8th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
L'DON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 12th July.
L'DON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
L'DON, AMSTERDAM & ANTWERP	"KEEMUN"	On 26th August.
L'DON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" *	5th July.
SHANGHAI.....	"CHANGCHOW" *	5th "
MANILA.....	"TEAN" *	6th "
SHANGHAI.....	"WOOSUNG" *	6th "
SWATOW, CHEFOO and TIENSIN	"CHIHLY" *	7th "
AMOI and SHANGHAI.....	"SHANGHAI" *	8th "
SHANGHAI.....	"PAKHAI" *	8th "
KOBE.....	"TAIYUAN" *	13th "
YOKOHAMA AND KOBE.....	"TAIHAN" *	18th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 9th July, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA.....	1980	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE-RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese......80
Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
KWONG CHOW.....1,300...J. P. MARTIN.
"KWONG TUNG".....1,338...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 3 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.
Meals.....(Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"RICHMOND CASTLE".....5th July.
"ST. FILLANS".....15th "
"LOWTHER CASTLE".....31st "

For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 4th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,
will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,575 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 23rd June, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
via MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain..... will be despatched as above, on FRIDAY, the 20th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"
Captain H. Kirchner, due here with the outward German Mail about TUESDAY at 5 P.M., will leave for the above places about 12¼ hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 2nd July, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.
THE Steamship

"EPSOM,"
Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd July, 1904.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving-Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM WARNINGS are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROG,
Acting Director.

Hongkong Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 1904. per 5 Mox.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.
" Corned—Ham Ngau Yuk

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " ".....	10 " "
12 " ".....	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road.

HONGKONG.

Intimations.

NO TOILET REQUISITES
ARE COMPLETE
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,
Guaranteed made from Fruits and Flowers,
and to contain no animal fat. It is
most soothing and refreshing
to delicate skins.

STAR LIGHT SOAP,
Pure and economical, agreeable, highly per-
fumed and a perfect toilet and nursery Soap.

AND ALSO
CEDAR GLYCERINE AND TAR SOAP.

Now on Show.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon,
Hongkong, 8th June, 1904.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Can-
dies Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April 1904

Sanitas
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-irritating, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and exterminates internally all
germs, typhoid fever, diphtheria, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Shipping.

ARRIVALS.

Dunearn, Br. s.s., 2,020, J. Graham, 2nd July,
Barry via Natal (S.A.) 24th April, Coal.
Alex. Ross & Co.
Chingto, Br. s.s., 1,459, J. McD. Howie, 3rd
July—Kobe and Kuchinozu 25th June,
Gen.—B. & S.
Teau, Br. s.s., 1,345, A. Somerville, 3rd July,
Manila 30th June, Ballast.—B. & S.
Undine, Nor. s.s., 1,017, A. H. Torbjornsen,
3rd July—Chinkiang 25th June, Gen.—
S. W. & Co.
Ashmount, Br. s.s., 2,034, Jas. McDowell, 3rd
July—Barry Dock 15th April, Coal.—
D. & Co., Ltd.
Chwanshan, Br. s.s., 1,281, Lawlor, 3rd July,
Bangkok 27th June, Gen.—B. & S.
Clavering, Br. s.s., 2,154, D. Barton, 3rd July,
Salina Cruz 28th May, and Moli 27th June,
Ballast.—C. C. S. S. Co.
Richmond Castle, Br. s.s., 2,298, McDowell,
3rd July—Amoy 2nd July, Gen.—D. &
Co., Ltd.
Hanoi, Fr. s.s., 739, P. Merles, 3rd July,
Haiphong and Hoihow 2nd July, Gen.—
A. R. M.
Wootung, Br. s.s., 1,109, M. Dowson, 3rd July,
—Canton 2nd July, Gen.—B. & S.
Changchow, Br. s.s., 1,202, Monkman, 3rd July,
—Canton 2nd July, Gen.—B. & S.
Cheang Chew, Br. s.s., 1,213, C. Harrison, 3rd
July—Penang 24th June, and Singapore
27th June, Chinese.
Benlarig, Br. s.s., 2,570, A. Wallace, 4th July,
London via Singapore 28th June, Gen.—
G. L. & Co.
Southgate, Br. s.s., 2,378, G. Thompson, 4th
July—Cardiff 23rd April, Coal.—Order.
Pisewood, Br. s.s., 3,036, F. Stewart, 4th July,
—Cardiff 24th April, Coal.—G. L. & Co.
Shaohsing, Br. s.s., 1,397, B. Harris, 4th July,
Wuhu and Chinkiang 30th June, Gen.—
B. & S.
Athenian, Br. s.s., 2,440, S. Robinson, 4th
July—Vancouver, B.C. 6th June, and
Shanghai 1st July, Gen.—C. P. R. Co.
Hue, Fr. s.s., 705, Godingue, 4th July,
Haiphong and Kow-chow 2nd July,
Gen.—A. R. M.

Clearances at the Harbour Office.

Atika, for Swatow.
Wingchak, for Macao.
Yingchak, for Canton.
Kowloon, for Swatow.
Kowloon, for Shanghai.
Kowloon, for Nagasaki.
Hollan, for Hoihow.
Pak Kong, for West River.
We Kwei, for West River.
Undine, for Canton.
Hongkong, for West River.
Hoihow, for Haiphong.
Carl Diederichsen, for Hoihow.
Changchow, for Shanghai.
Changchow, for West River.
Richmond Castle, for Singapore.
Kowloon, for Canton.
Athenian, for Yokohama (Japan).

Departures.

July 3.

Australian, for Australian Ports.
Knight of Thistle, for Sasebo.
Fritzhof, for Swatow.
Morphy, for Kure.
July 4.
Samsen, for Swatow.
Hollan, for Pakhoi.
Kwanah, for Shanghai.
Nanyang, for Chefoo.
Carl Diederichsen, for Haiphong.
Anierly, for Kobe.
Apollo, for Sasebo.

Passengers arrived.

Per Benlarig, from Singapore—Mr. Wilks,
and 30 Chinese.
Per Chingto, from Kobe, &c.—Messrs. Mc-
Intyre, Richardson, Denny, Hongkong, and Mr.
and Mrs. Perkins.
Per Athenian, from Vancouver—Mr. Wallace
Clarke. From Yokohama—Messrs. H. T.
Richardson, D. M. Searcy, and W. F. Wenzel.
From Shanghai—Mr. J. Thornborough, Mrs.
Knowles, Miss Brunet, Mrs. Marshall,
Parr, A. Parr, Miss Parr, Mr. Oxley, Mr. and
Mrs. Cope, Messrs. W. P. Brown, D. Mc-
Allister, Mrs. Betty Raioish, 4 Chinese and 7
Japanese.

Shipping Report.

Str. Chwanshan from Bangkok—Fine, mode-
rate monsoon weather.
Str. Chingto from Kobe—Moderate winds,
and fine weather throughout.
Str. Teau from Manila—Light S.E. or S.W.
winds, dull and overcast, with showers at times,
and moderate sea and swell.
Str. Ashmount from Barry Dock—Moderate
weather, strong winds to Cape of Good Hope,
strong Ely winds in Indian Ocean.
Str. Pisewood from Cardiff—Fine weather
throughout the whole voyage, and nothing un-
usual occurred, with the exception of signalling
the steamer Aigle on the 24th ulto, from
Cardiff to Hongkong.

Vessels in Port.

STRAMERS.
Anapa, Br. s.s., 2,251, J. M. Williamson, 28th
June—Barry Dock 15th May, Coal.—
Order.
An Pho, Br. s.s., 966, J. Kynoch, 30th June,
Saigon 26th June, Rice—Chinese.
Binth-Thuan, Fr. s.s., 983, Ribault Lagasne,
1st July—Swatow 29th June, Ballast.—
B. & Co.
Bourbon, Fr. s.s., 1,500, Antoni, 1st July,
Chefoo 25th June, Gen.—Man Fat.
Carl Menzell, Ger. s.s., 984, J. Janssen, 18th
June—Amoy 17th June, Ballast.—E. A. T.
Co.
Clitus, Br. s.s., 1,558, D. W. Hislop, 28th June,
—Saigon 23rd June, Rice and Gen.—
Order.
Dagmar, Nor. s.s., 383, C. A. Carl, 1st July,
—Touane 21st June, Coals.—A. Buse.
Doric, Br. s.s., 2,936, H. Smith, R.M.S., 2nd
July—San Francisco 1st June, Honolulu
8th, Yokohama 21st, Kobe 25th, Nagasaki
27th, and Shanghai 29th, Mails and Gen.—
O. & O. S. Co.
Erica, Ger. s.s., 1,201, R. Rickmann, 30th June,
—Hongay 28th June, Coal.—J. & Co.
General Alava, Am. transport, Whitton, 20th
June—Cavite 17th June.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 2nd
July—Fochow via Ports 1st July, Gen.—
D. L. & Co.
Haimun, Br. s.s., 636, W. C. Passmore, 24th
June—Kobe 19th June, Ballast.—D. L. &
Co.
Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th
June—Saigon 26th June, Rice—J. M. &
Co.
James Brand, Br. s.s., 2,512, Torrance, 2nd
July—Sumatra 22nd June, Bulk Oil—
Meyer & Co.
Keongwai, Ger. s.s., 1,115, W. Mullermann,
20th June—Bangkok 20th June, Rice and
Teakwood—M. & Co.
Laisang, Br. s.s., 2,224, E. J. Tadd, 6th June,
—Calcutta 21st May, Penang 6th, and
Singapore 31st, Gen.—J. M. & Co.
Mathilde, Ger. s.s., 678, G. Schlackier, 1st
July—Hoihow 30th June, Gen.—J. & Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 25th June,
—Sandakan 20th June, Timber—J. M. &
Co.
Onsang, Br. s.s., 1,787, J. T. Davies, 1st July,
—Java 22nd June, Sugar—J. M. & Co.
Phranang, Ger. s.s., 1,021, F. Mangelsdorf, 30th
June—Bangkok 16th June, Rice—B. & S.
Suisang, Br. s.s., 1,776, J. Young, 28th June,
—Calcutta 12th June, Penang and Singa-
pore 22nd, Gen.—J. M. & Co.
Taityuan, Br. s.s., 1,435, L. Dawson, 26th June,
—Australian Ports 4th June, and Manila
23rd June, Gen.—B. & S.
Triumph, Ger. s.s., 769, A. Hansen, 2nd July,
Fochow via Amoy and Swatow 1st July,
Gen.—J. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec. 1903, Case Oil—
S. O. Co.
Kentmere, Br. bq., 2,334, Burch, 14th June,
—New York 29th Jan., Keroline.—S. O. Co.
Maria Le, Ital. bq., 1,118, D. Uno, 9th April,
—Freemantle 7th Feb., Sandalwood.—
Order.
Trongrate, Br. bq., 949, A. Hutton, 28th May,
—Freemantle 3rd May, Sandalwood.—
Gilman & Co.
Vale of Doon, Sarawak bq., 660, J. Petersen,
22nd June—Rajang (N.W. Borneo) 6th
June, Timber—S. W. & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock
U.S.S. General Alara ...
Haimun ...
Taityuan ...
C. Diederichsen ...

Ships Passed the Canal.

Onward—1st June—Slam, Baden-
manicus, Indravadi, 4th June—Slam,
6th June—Benlarig, 7th June—Radnor,
10th June—Jumna, Nippon, Siskonia, 11th
June—Oceanic, Sarpidon, Rhein, 22nd June—
—Baralung, Shimada, 25th June—Kure,
26th June—Andalusia, 28th June—
and July—Touane.
Homeward—1st June—Brigovilla, 2nd
June—Bayern, 3rd June—1st June—
Suey, Achille, Aramis, 28th June—Manila,
2nd July—Alicious, Oldenburg.
Arrivals at Home—1st June—Idon,
4th June—Aberdeen, Prima Helvetic, 4th
June—Tyden, 14th June—Borneo,
7th June—Trinidad, Glenroy, Palawan, 11th
June—Tienachun, 22nd June—Polynesia,
via 25th June—Antony, 25th June—
Bris, Indravadi, Sarnia, 2nd July—
Slam.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	July 5
P. R. Luitpold	Singapore	M. & Co.	July 5
Seydlitz	Shanghai	M. & Co.	July 6
Lightning	Singapore	D. S. & Co.	July 6
Siberia	Japan	P. M. Co.	July 7
Calchas	Victoria	B. & S.	July 7
Himera	Manila	S. T. & Co.	July 8
Sithonia	Singapore	H. A. L.	July 8
Nicomedia	Japan	P. & A. Co.	July 10
Kumsang	Calcutta	J. M. & Co.	July 12
Tainan	Sydney	B. & S.	July 13
Tartar	Vancouver	C. P. R. Co.	July 19

Post Office.

A Mail will close for—
Canton—Per Pawan, 5th July, 7.30 A.M.
Haiphong—Per Hanoi, 5th June, 9 A.M.
Swatow, Singapore and Bangkok—Per
Keongwai, 5th July, 9 A.M.
Swatow, Amoy and Fochow—Per Haiching,
5th July, 11 A.M.
Kobe and Yokohama—Per Binth-Thuan, 5th
July, 11 A.M.

Swatow—Per Mathilde, 5th July, 11 A.M.
Macao—Per Haungshan, 5th July, 1.15 P.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per Chingto, 5th July, 3 P.M.
Shanghai—Per Changchow, 5th July, 3 P.M.
Amoy—Per Changchow, 5th July, 3 P.M.
Samshui, Shihuing, Takhing and Wuchow—
Per Keongwai, 5th July, 4 P.M.
Swatow, Amoy and Fochow—Per Triumph,
5th July, 5 P.M.
Canton—Per Honan, 5th July, 5 P.M.
Kongmoon, Kumchuk and Samshui—Per
Linhai, 5th July, 5 P.M.
Nantao—Per Taichun, 5th July, 5 P.M.
Sanbue—Per Hoi Fw, 5th July, 5 P.M.
Macao—Per Wingchak, 5th July, 5 P.M.
Canton—Per Fatshan, 6th July, 7.30 A.M.
Quang-chow-wan, Hoihow, Pakhoi and
Haiphong—Per Hui, 6th July, 9 A.M.
Europe, &c., India via Taitcoria—Per
Seydlitz, 6th July, 11 A.M.
Shanghai—Per Loongmoon, 6th July, 2 P.M.
Manila—Per Teau, 6th July, 3 P.M.
Shanghai—Per Wootung, 6th July, 3 P.M.
Canton—Per Hankow, 6th July, 3 P.M.
Canton—Per Honan, 7th July, 7.30 A.M.
Swatow, Chefoo and Tientsin—Per Chihai,
7th July, 9 A.M.
Nagasaki—Per Dagmar, 7th July, 11 A.M.
Canton—Per Kintan, 7th July, 5 P.M.
Canton—Per Hankow, 8th July, 5 P.M.
Amoy and Shanghai—Per Shanli, 8th July,
3 P.M.
Shanghai—Per Pakhoi, 8th July, 3 P.M.
Amoy, Straits and Rangoon—Per Penakota,
8th July, 5 P.M.
Canton—Per Pawan, 8th July, 5 P.M.
Canton—Per Kintan, 9th July, 7.30 A.M.
Manila—Per Rubi, 9th July, 9 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Doric, 9th
July, 11 A.M.
Canton—Per Fatshan, 10th July, 9 A.M.
Singapore, Penang and Bombay—Per Ichia,
11th July, 11 A.M.
Europe, &c., India via Taitcoria—Per
Yarra, 12th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of Japan, 13th July, 11 A.M.
Manila—Per Zafiro, 16th July, 9 A.M.
Europe, &c., India via Taitcoria—Per
Chusan, 16th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Athenian,
20th July, 11 A.M.
Manila, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
and Melbourne—Per Yawata Maru, 29th July,
3 P.M.

Books containing—
16 Postage Stamps of 4 cents
12 " " " 2 " "
12 " " " 1 " "
may be obtained at the counter of the General
Post Office and at Kowloon Post Office. Price
\$1.00 each book.

CHINA COAST METEOROLOGICAL REGISTER.

July 3rd, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	—	—	—	—
Hakodate	—	—	—	—	—
Tokio	—	—	—	—	—
Kochi	—	—	—	—	—
Nagasaki	—	—	—	—	—
Kagoshima	—	—	—	—	—
Oshima	—	—	—	—	—
Ishigakijima	—	—	—	—	—
Taichu	5 a.m.	29.78	—	SW	2
Tainan	—	29.78	—	—	—
Koshun	—	29.82	—	E	2
Pescadores	—	29.78	—	NE	4
Weihaiwei	9 a.m.	—	—	—	—
Gutlaif	—	29.78	77	91	NE 4 cv
Sharp Peak	—	29.78	85	79	— 0 b
Amoy	6.30 a.m.	29.91	79	95	— 0 c
Swatow	9 a.m.	—	—	—	—
Canton	—	29.78	76	94	ENE 1 od
Hongkong	10 a.m.	29.78	76	94	ENE 1 od
Victoria Peak	—	29.78	78	—	ENE 1 o
Gap Rock	—	29.75	—	—	—
Macao	—	29.73	78	—	ENE 1 o
Haiphong	—	29.76	79	92	SW 1 o
Bacolod	9 a.m.	—	—	—	—
Iloilo	—	29.83	83	—	WSW 3 o
Cebu	—	29.92	86	—	S 2 c
C. St. James	10 a.m.	—	—	—	—

July 4th, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.72	—	SW	4
Hakodate	—	29.83	—	—	—
Tokio	—	29.82	—	NE	2
Kochi	—	29.75	—	E	4
Nagasaki	—	29.83	—	E	6
Kagoshima	—	29.83	—	W	2
Oshima	—	29.84	—	—	—
Ishigakijima	—	29.81	—	—	—
Taichu	5 a.m.	29.74	—	S	2
Tainan	—	29.72	—	—	—
Koshun	—	29.72	—	E	2
Pescadores	—	29.76	—	NE	2
Weihaiwei	9 a.m.	—	—	—	—
Gutlaif	—	29.77	82	89	NNE 3 b
Sharp Peak	—	29.90	82	96	SE 1 c
Amoy	6.30 a.m.	29.90	82	96	SE 1 c
Swatow	9 a.m.	—	—	—	—
Canton	—	29.78	81	82	E 1 o
Hongkong	10 a.m.	29.78	81	82	E 1 o
Victoria Peak	—	29.76	83	—	SSW 2
Gap Rock	—	29.74	83	—	SSW 2
Macao	—	29.74	83	—	SSW 2
Haiphong	—	29.74	83	—	SSW 2
Bacolod	9 a.m.	—	—	—	—
Iloilo	—	29.83	83	—	SW 2 o
Cebu	—	29.87	85	—	S 2 b
C. St. James	10 a.m.	—	—	—	—

July 3rd 1904, a.m.
July 4th 1904, a.m.
Thermometer 29.78 29.72
Temperature 81 81
Humidity 82 85
Rainfall 0.55 —

VISITORS AT THE HOTELS.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Seller, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th June, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
Port for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Mongolia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	July 9
<i>Shamshu</i>	9,506	W. M. Smith	Sept. 1
<i>Tremont</i>	9,506	T. W. Garlick	Oct. 1
<i>Shamshu</i>	9,506	W. M. Smith	...
<i>Tremont</i>	9,506	T. W. Garlick	...

† Cargo only.

The largest, steadiest, and most comfortable
steamers for Manila.

Shamshu... 9,506 W. M. Smith... Ab. Aug. 12
Tremont... 9,506 T. W. Garlick... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND SURGEON.

The twin-screw s.s. *Shamshu* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 1st July, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:
ANAPA, British steamer, Capt. J. M. Williamson.
—Shewan, Tomes & Co., Agents.

Consignees.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC."

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by TUESDAY, the 5th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 2nd July, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mongolia*, *Palermo*
and *Oriental*.

From Australia, ex S.S. *India*.

From Calcutta, ex S.S. *Palma*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

From Allepi, ex S.S. *Nairing*.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 6th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1904.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Dordogne*, and from Havre ex S.S.
Dordogne, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valua-
bles are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 5th July, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th July, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th June, 1904.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HAYES & PARTNERS GENUINE
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LANCHES,
&c. &c. &c.

Self Agents for

FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES

Hongkong, 15th December, 1903.

SAVARESSE'S

SANDAL

CAPSULES

Efficiently Disinfects, Relieves, and
Cures all kinds of Skin Diseases,
English, French, and German.

Prepared by SAVARESSE, 10, Rue de la Paix, Paris.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10. and bonus of 10/- @ exchange 1/84 = \$21.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited.	4,453,750	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £67 1/2 \$38 buyers \$10
Do. (Founders)		£1	£1	\$191,973		None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
				\$569,143				
				\$784,445				
				\$906,872				
				\$900,000				
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64 sales
				\$331,342				
				\$322,134				
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
				Tls. 31,850				
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$186,284	\$12 for 1902	9 1/2 %	\$130
				\$37,794				
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$212
				\$9,000				
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
				\$1,000,000				
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675	\$339,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
				\$2,561				
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$29 1/2 sellers
				\$633,000				
				\$149,409				
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000	£5,853	10/- for 1903	5 %	\$118
				£100,010				
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 sellers
				\$185,000				
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$17,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
				\$60,000				
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,000	\$1,287	\$1.80 & b. 40 cts \$3.90 & b. 20 cts for year ending 30.4.04	6 1/2 % 4 1/2 %	\$33 1/2 buyers \$24 1/2 buyers
				\$15,003				
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155
				\$21,075				
				\$18,000				
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$130,153	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
				£400,000				
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
				Tls. 201,614				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 1/2 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$18 1/2 buyers
				none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000				
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$500 buyers
				Fcs. 1,529,652				
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 buyers
				£20,000				
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$216
				\$1,959,000				
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	6 1/2 %	Tls. 158 buyers
				\$1,959,000				
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$150,000	\$40,936	\$6 for 2nd half year 1903	4 1/2 %	\$255
				\$150,000				
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$14,000	\$29,926	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$5,089	\$28,015	\$7 dividend	6 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$250,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1903	4 1/2 %	\$112 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 147 1/2
				Tls. 50,913				
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
				\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100					
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2					
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sales
				Tls. 800,000				
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 115 sales
				Tls. 17,144				
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	7 1/2 %	Tls. 55
				none	Tls. 5,150	\$2.60 for 1903		\$37 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	None	5 1/2 %	Tls. 10
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,362	Final of 1.70 making \$3.20 for 1903		\$60 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000				
				\$10,771				
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$156
				\$20,000				
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
				\$25,500				
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 13,986	Tls. 680	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	none	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year	12 1/2 %	Tls. 25
				none	\$1,980	\$5 for the year ending 28.2.1903		\$40
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
				none				
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	\$200,607	\$99,177	30 cents for 1903	7 1/2 %	\$12 1/2 sales
				\$50,000				
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10					
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tl. 30
				none	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
				none	Tls. 26,389	4 % for 1897		Tls. 160
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 500	Tls. 500	Tls. 5,618		Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	\$11,121			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none				
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
				Tls. 25,000				
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$94
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
				none	Nil.	60 cents for 1903	6 %	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
				\$25,000				
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	3 1/2 %	\$7 1/2 buyers
				\$5,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
Watkins, Limited	10,000	\$10	\$10	\$5,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Singapore Dispensary, Limited	600	\$50	\$50	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$14 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none		45 cents for year ending 30.4.1903	5 1/2 %	\$8 buyers
				£21,815		1 div. and 2/- bonus for 1902		\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	Tls. 100,000	£7,587	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 8 1/2 for 1903	7 1/2 %	Tls. 112 1/2 buyers
				Tls. 108,172				
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 140,000	Tls. 7,548	Final of 37/6 making 52/6 for 1903	8 %	Tls. 395 sales
				Tls. 15,259		Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 130 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	none	Tls. 7,667	Tls. 1.2 for half year for 1903/4		Tls. 135 sales
				Tls. 100,000				
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 413	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	Tls. 135 sales
				none	\$13,104	Final of \$7 making \$12 for year ended 29.2.04	9 1/2 %	\$94 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	\$21,582	\$10 for 1903	7 1/2 %	\$48 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$5,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$215
				\$9,000		Final of \$12 making \$16 for 1903	9 1/2 %	\$160 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$35,000	\$5,844	\$2 1/2 for second half year 1903	7 1/2 %	\$280 buyers
				\$25,000		\$20 for year ending 30.11.1903	7 %	\$18 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$30,000	\$4,283	\$1 1/2 for year ending 31.7.1903	8 1/2 %	\$37
				\$25,000				
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$5,500	\$3,029	\$3 for 1903		\$5 sellers
Hongkong Ice Company, Limited	2,000	\$100	\$100	none	£100	None	8 1/2 %	\$104 buyers
				none		90 cents for year ended 31.5.1903	14 1/2 %	\$210 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	none				\$1 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	none				\$174 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none				\$8 sales
Bell's Asbestos Eastern Agency, Limited	6,604	12/6	12/6	none				\$104 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000	\$119	182 3/4 for year ended 31.5.1903		\$1 buyers
Do. (Founders)	100	\$10	\$10	none	Dr. \$2,470	None	8 %	\$7 1/2 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	\$1,548	Interim of 70 cents		\$8 sales
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$3,739	None	9 1/2 %	\$104 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4		Tls. 295 buyers
William, Powell, Limited	12,000	\$10	\$10	none		First quarterly of Tls. 10, paid 15.3.04	13 1/2 %	Tls. 71 1/2 buyers
Maatschappij tot Mijn, Bosch, en Landbouw exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	Second do. Tls. 10, " 15.3.04	7 %	Tls. 125 sales
				Tls. 11,413				
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 100	Tls. 100	Tls. 15,000	Tls. 2,288	Final of Tls. 5 making Tls. 10 for 1903	12 %	\$23 sales
				Tls. 10,000		Final of \$1.20 making \$1.70 for 1903		\$100 sales
Shanghai Pulp and Paper Company, Limited	6,000	\$15	\$12	\$20,000	\$1,253	188 1/2		\$74 sales
Central Stores, Limited	123	\$15	\$15			First year	12 1/2 %	Tls. 40 sellers
Do. (Founders)	24,000	\$15	\$7 1/2	none	Tls			